

CENTR

25X1

CD NO.

DATE DISTR. 15 February 1952

NO. OF PAGES 2

DIFFERENCE COPY

NO. OF ENCLS.
(LISTED BELOW)

DO NOT CIRCULATE

**SUPPLEMENT TO
REPORT NO.**

25X1A

March 1946 to August 1948

25X1X

1. Location: See previous report. *

2. Plant installations:

Two large workshops:

- a. Assembly of aircraft, 165x660 feet
- b. Assembly of engines, 85x330 feet.

There were five more subsidiary buildings. A small factory field was available.

3. Work force:

About 800 Soviets working three shifts (source was not certain of this figure).

- #### 4. Production:

- a. Aircraft; from June 1948 fighters. The planes were towed to Plant No. 1 in KIEV.

- b. Engines.

Captured German aircraft engines (about 200) first arrived, were tested at the test stands, and then disassembled. The assembly of engines was later observed. Engines both arrived and left the plant. Two to three trucks loaded with four or five engines were seen every day.

5. According to Soviet statements, the delivery plant for wings, landing gear etc. was Plant No. 1 in KISV. The delivered parts arrived on trucks.

CLASSIFICATION CONFIDENTIAL

25X1

[illegible]

CONFIDENTIAL/

25X1

2

CENTRAL INTELLIGENCE AGENCY

25X1A

25X1X

SOURCE

25X1X

July 1944 to October 1948

6. Plant installations:

1 large workshop, 325x1,000 feet, and several small subsidiary buildings.

7. Machinery:

Dismantled equipment from the Arado Aircraft Plant in DESSAU.

8. Work force:

3,000 Soviets working two shifts.

9. Production:

Helicopters with

- a. 1 rotor above the center of the fuselage
- b. 2 rotors on outriggers or above wing stubs, engines under wings.

10. Another source stated that biplanes were produced in the plant in August 1947.

25X1A Comment:

a. Detailed information on the confirmed KIEV Plant for helicopters was previously forwarded. The information that fighters were produced in this plant from June 1948 onward is considered incredible since such a production was not mentioned before.

b. The equipment of the plant with dismantled German machinery was previously mentioned. This machinery probably came from the BRANDENBURG Arado Plant since there has never been an Arado Plant in DESSAU. The information contained in para 10 can only refer to the repair of biplanes.

c. The statement concerning the towing of the finished aircraft to Plant No. 1 is considered unfounded. **

25X1A

*

**

CONFIDENTIAL

25X1